

# TowLine



The Magazine of  
Moran Towing Corporation

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## Driving Miss Jane

and Other True Tales:  
*Edward J. Moran Debuts  
in Savannah*

## Moran Widens Its Leadership Role in LNG Ship Docking Services

Moran has been awarded two new contracts for LNG services, further solidifying the company's role as one of North America's leading providers of tugboat services to LNG terminals. The agreements are for the provision of tug services and related assistance and expertise at planned LNG terminals in Freeport, Texas and near the Mexican port of Ensenada. The two facilities are expected to be up and running in 2008.

The contract in Mexico was awarded at the end of 2006 to Servicios Maritimos de Baja California, Moran's new joint venture with the Mexican tugboat company Compania Maritima del Pacifico. The agreement, which is long-term, mandates the provision of tugs and other vessels to assist LNG ships that will be calling at the Energía Costa Azul LNG import terminal, currently under construction and nearing completion. The site is located on Mexico's Baja Peninsula, roughly 50 miles south of San Diego, California.

Servicios Maritimos will be serving four regular customers at the terminal: Energía Costa Azul (the terminal's owner and operator); Shell Mexico Gas Natural; Sempra LNG; and Tangguh LNG. The Servicios Maritimos tug fleet will comprise four FiFi-1 escort tugs. The vessels are being designed by Robert Allan Ltd. of Vancouver, Canada, and will be built by Union Naval Shipyard, of Valencia, Spain, one of the world's leading shipbuilders. Tug services will commence when the Costa Azul terminal opens in 2008.

Moran's other new assignment, in Freeport, Texas, flows out of a long-term contract with ConocoPhillips, a partner at the Freeport LNG Terminal. Moran, working with two local Texas companies, will be providing its tractor tug *Lynne Moran* to the project. The new facility, called the Quintana Terminal, will cost \$700 million and is presently under construction. Situated about 70 miles south of Houston, Quintana is one of the first new land-based LNG terminals to be authorized in the United States in more than 20 years.

### On the cover:

Gamma Lee T. Moran Heading to The Narrows, a digital watercolor by Janos Enyedi. The image is from Enyedi's series entitled Work Boats, which was exhibited at Nauticus, The National Maritime Center in Norfolk, Virginia. The artist's works have also been exhibited at other museums, galleries, and major corporate collections, and he has completed numerous commissions. An illustrated catalog of Mr. Enyedi's works can be viewed at his Web site: [www.furnaceroadstudio.com](http://www.furnaceroadstudio.com)

The Quintana Terminal will be owned and operated by Freeport LNG. Its initial capacity has been sold on a long-term basis to ConocoPhillips and the Dow Chemical Company. The project's first phase will include two 160,000-cubic-meter containment tanks, a single berth for LNG tankers of up to 260,000 cubic meters capacity, and related vaporization and pipeline facilities. Regulatory agencies have approved a second phase that will include construction of an additional ship berth, a third storage tank and additional vaporization units, at a later date.

The site is located approximately six miles from open water, off a ship channel that is maintained at a depth of 45 feet. The six-mile approach is one of the shortest of any LNG terminal in North America. The channel is sufficient to accommodate all existing LNG vessels, as well as the largest ships currently in development at various shipping lines. Quintana's berths will likewise accommodate the full range of vessels.

Moran has been leading the U.S. tugboat industry in volume of ship assist services provided to LNG terminals, with operations at Cove Point on the Chesapeake Bay and Elba Island on the Savannah River in Georgia. ■



The Elba Island LNG terminal at twilight.

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# Driving Miss Jane

and Other True Tales:  
*Edward J. Moran* Wows Them  
 at Her Savannah Debut

**O**n a clear, slightly muggy Georgia day last September, *Methane Jane* (full name *Methane Jane Elizabeth*) made her approach to the Savannah River entrance jetties. She is a gas tanker, and as ships go, very large: 928 feet in length with a beam of 142 feet. On this day, she was fully loaded.

She passed through the entrance jetties at 13 knots, and cruised past the Coast Guard station on Tybee Island at 11.5 knots. Tethered to her stern was the spanking-new *Edward J. Moran*, a high-powered dazzler of a tugboat. As *Jane* approached her berth at the Elba Island LNG terminal, docking pilot Capt. Robert J. Cooley had the *Edward J.*

*Moran* backing almost continuously, to reduce the big ship's speed while its propeller continued to turn, allowing *Jane* to maintain maneuverability with her own rudder. "Keep bringing us down until we get to about one knot of speed," Cooley radioed to tug skipper Dave Misroon, as other tugs pushed on the ship's side to position her for final docking. *Methane Jane* does not slow easily when fully loaded — especially not when traveling with the incoming tide on the Savannah River. But with *Edward J.* assisting, things went routinely.

It's not unusual for a tug to start backing to slow a ship when the larger vessel gets down to a speed of about eight knots, and to continue backing almost until final docking. The tug at first applies near-maximum backing power, and then decreases the power as the ship slows and approaches the

*Below: The Edward J. Moran maneuvers in "indirect towing" mode to assist a container ship. Opposite page: Edward J. with Methane Jane Elizabeth in the Savannah channel.*



dock. It's a balancing act — one that requires high horsepower and highly skilled seamanship to carry off.

"Jane is an awful lot of ship and cargo to have to slow down," observed Capt. Cooley. "The trick for us is to use the tug's backing power and maneuverability to decrease the ship's speed while we can still maintain maneuverability and control on the ship itself. Not many tugs can fulfill that task as well as the *Edward*."

Earlier in the day, in the much tighter confines of the Upper Savannah River, the *Edward* helped senior docking pilot Arthur Kirk slow the speed of an arriving container ship, the *MSC Lugano*.

## It's a balancing act — one that requires high horsepower and skilled seamanship to carry off.



*Edward* escorts the LNG tanker Arctic Discoverer in the Savannah channel.

The *Lugano*, a 789-footer, needed to slow from eight knots to one knot while a ship farther ahead in the channel was being turned around in her berth. To accomplish this, the *Edward* fell back on a couple of hundred feet of line leading from her bow winch, and while backing, slipped into the "powered indirect" mode of towing, to exert the most efficient force on the ship. "She is the perfect tug for that job," noted Capt. Kirk. "With that other ship still maneuvering ahead, it could have

developed into a serious situation. But we were able to keep the ship's propeller turning to give us maneuverability while the *Edward* was backing to keep our speed down. The great thing about this tug is that you can do escort work at almost any speed — you can push or pull anywhere and you can maneuver sideways to get to any new position. Anything a pilot would want, the tug can do."

For the *Edward J. Moran*, this was business as usual; she performs this kind of nautical ballet day after day. Designed and built especially to handle LNG tankers, she's equally capable of steering any tanker or container ship in the event of a steering failure, and can serve as a brake in any number of maneuvering situations. A 6,500 hp, Z-drive tractor tug with FiFi-1 firefighting capability, *Edward J.* is powerful and agile, and in the weeks following her arrival at Savannah she quickly assumed the mantle of star performer at this busy port.

About six times a month, the *Edward J.* travels several miles offshore to escort arriving LNG tankers as they approach the entrance to the Savannah River en route to the LNG importation

terminal at Elba Island. She is usually one of a flotilla of four or five tugboats that provide docking assistance to the tankers, which carry on average about 150,000 cubic meters of liquefied natural gas. The tankers average 950 feet in length. During discharge of a typical LNG tanker's cargo — which can take anywhere from 12 to 18 hours — *Edward J.* stands by alongside the vessel. Undocking assistance is provided when the ship is ready to depart.

An increasing number of LNG tankers are expected to call at Savannah in coming years, especially as planned expansion programs for doubling the LNG storage capacity of Elba Island are completed. "Handling LNG tankers is just a way of life for us here in Savannah," commented Ron Droop, vice president and general manager of Moran Towing of Savannah. "When I took over here in 2004, Moran was already handling LNG



A container ship in the Savannah channel. Georgia Ports Authority statistics show that the Port of Savannah was the nation's fastest growing port between 2000 and 2005.

tankers, and now we just get more of them. It's the same way in Norfolk, where the company handles a growing volume of LNG business at Cove Point."

When there is no gas tanker at Elba Island, *Edward J.* and Moran's other Savannah tugs remain busy almost around the clock, docking and undocking container ships, breakbulk freighters and tankers at terminals closer to the city. Nearly all ships require tug assistance for docking and undocking. A total of 2,556 ships called at Savannah in 2005, an increase of about 100 arrivals over the previous year, according to the Georgia Ports Authority. "It's all good," reflected Droop. "The business here is growing and we have this new tug which is a real boost for the port. Plus we'll be developing a new base for ourselves in the next couple of years and the Georgia Ports Authority is active with further expansion plans for both here and Brunswick."

Moran has three tugs permanently stationed at the nearby port of Brunswick, which is currently a destination for about 35 ships a month, most of them large car carriers. A single Moran tug stationed at nearby Fernandina Beach, Florida is sometimes joined by tugs from Brunswick on service calls for exceptionally large vessels.

*Edward J. Moran* was built by the Washburn & Doughty shipyard in Maine; she was delivered in early 2006. The 15th tractor tug to join Moran's fleet, she is powered by twin EMD 710 diesel engines driving Rolls Royce Z-drives. ■

## Expansion

# Moran's Dry Bulk Barge Fleet Continues to Grow

Moran's fleet of oceangoing dry bulk cargo barges continued its expansion in 2006, with the addition of two new vessels. The 418-foot dry bulk barge *Montville* and the 329-foot deck-cargo barge *Columbia Norfolk* began service in the summer and fall of 2006, respectively.

The *Montville* can carry 14,700 tons of cargo in a single, covered hold. According to Bruce Richards, vice president of Moran's Transport-



The *Montville* as she neared completion at Bollinger Shipyard.

tation Division, the new barge was initially dispatched to transport cargoes between points in the Gulf of Mexico and further south, but will eventually carry domestic coal from Baltimore to an electricity production plant operated by Applied Electric Services (AES) in Montville, Connecticut.

Built by Bollinger Shipyard in Louisiana, the *Montville* features retractable hatch covers that stack fore and aft during loading and discharge, exposing the vessel's large, open hold. She is the fourth barge to be introduced in Moran's "Bridgeport" class of dry cargo barges; her nearly identical forerunners include the *Bridgeport*, the *Portsmouth* and the *Somerset*. All four barges measure 418 x 75 x 29', and were designed and constructed without cross members or bulkheads in the hold.

The *Columbia Norfolk* has been carrying up to 9,000 tons of scrap metal from New England to a scrap terminal in Morehead City, North Carolina. The former flat-deck barge, under long-term charter from Columbia Coastal, has been modified with the addition of steel walls to contain her scrap metal cargoes. ■

# In Norfolk, April Came None Too Soon in October

## A Powerful New Tug Adds Lithe Muscle to the Virginia Fleet

**A**pril Moran, a new 5,100 hp Z-drive tractor tug, reported for work at the port of Norfolk last October, bringing a boost in ship docking capabilities to Moran's fleet at this increasingly busy hub. The gleaming 92-footer echoes the power, performance and looks of Moran's other recent vintage Z-drives. Except for her azimuthing

Z-drive propulsion units, manufactured by Schottel Inc., April is nearly identical to the Lynne Moran, a 5,100 hp Moran Z-drive currently based in Port Arthur, Texas. April is the first Moran tug to utilize Schottel drive units.

Moran's 17-tug Norfolk fleet has been continuously busy serving the Navy, LNG vessels at Cove Point in the Chesapeake Bay, and the port's growing business in commercial ship docking. The commercial segment — especially cruise ships —

*Below: The April Moran at the Washburn & Doughty shipyard in Maine, just before she was delivered.*



*Above: Bill Shields (left) taking delivery of the April Moran in Maine; Shields and Dave Culbertson will skipper the tug in Norfolk. With Shields in Maine was Ken Gaskins (right), a veteran engineer.*

has surged in recent years. According to *USA Today* and other sources, Norfolk experienced 775% growth in ship passengers between 2001 and 2006. To accommodate this traffic, the Port of Virginia built the Half Moone Cruise Ship Terminal, a \$36-million, state-of-the-art facility that opened in March of this year.

Mark Vanty, vice president and general manager of Moran Towing of Virginia, led a chorus of approvals from Norfolk staffers and crews who eagerly anticipated April's arrival. "[She'll] be a big boost to our commercial ship docking service here," he said. "She is involved in the full range of commercial work." Veteran tractor-tug captains Bill Shields and Dave Culbertson will skipper the tug, which is rated FiFi-1 for firefighting capability.

Like her forerunners, *April Moran* was designed jointly by engineers at Moran and Washburn & Doughty, the firm that built her. The tug is powered by a pair of 12-cylinder EMD 645-F7B diesels, and is equipped with a Markey electric hawser winch on her bow and a Markey capstan astern, along with traditional H-bitts. A pair of Caterpillar

**The Port of Norfolk handled 775% growth in ship passengers between 2001 and 2006.**

diesel engines powers her fire pumps, each of which can feed up to 5,500 gallons per minute of water to FFS remote-controlled fire monitors located just aft of the pilothouse.

And like the 6,500 hp *Edward J. Moran*, delivered earlier in 2006, the *April* is equipped with a new fuel accountability system from FuelTrax, a division of Nautical Control Solutions. Both vessels are also equipped with wheelhouse motion-detection alert systems from SimMotion. ■

# Moran's Barge Fleet Reaches Full Double-Hull Deployment



**M**oran has completed the transition from single-hull vessels to double-hull vessels in its petroleum barge fleet, achieving full compliance with the Oil Pollution Act of 1990 nine years ahead of the Federal Government's deadline for phasing in the double-hull designs. The goal was reached in late 2006 with the launching of the new 60,000-barrel tank barge *Long Island*.

"We are really proud of being one of the few U.S. companies right now to be operating a fleet of all double-hull tank barges," said Paul Tregurtha, Moran's board chairman and chief executive officer. "This kind of achievement helps us to maintain our leading position within the industry and with our own customer base."

Edward Tregurtha, Moran's president, said only a few companies have achieved an all double-hull fleet. "Most operators are hanging onto their single-hull barges as long as possible," he said. "But we made the decision a couple of years ago that we did not want to wait that long. We've been

working hard to replace that equipment as fast as possible. We think that the customers with whom we do business prefer our approach to this."

At the end of 2006, the Moran petroleum barge fleet comprised eight double-hull vessels, ranging in capacity from 40,000 barrels to 145,900 barrels. Three more double-hull barges, each with a 118,000-barrel capacity and an Articulated Tug & Barge (ATB) coupling system, are slated for delivery in 2007 and 2008. Moran retired or divested itself of its last single-hull barges, the *Texas*, *Maine* and *Delaware*, during 2005 and 2006.

The company's newest barge, the *Long Island*, was built by Bollinger Shipyards of New Orleans. Measuring 350 feet in length, with a 70-foot beam, the *Long Island* is being operated in New York harbor for Keyspan Energy, servicing the utility's Ravenswood electrical generating station in Long Island City.

Other new double-hull barges introduced by Moran during the past three years include the *Georgia* and *New Hampshire*, both with 118,000 barrels capacity, and the *Massachusetts*, a retrofitted double-hull barge with 145,900 barrels capacity. All three vessels are ATBs. ■

*Opposite page: The double-hull tank barge Long Island, under tow by the Heidi Moran.*

*Below: The Massachusetts, a Moran double-hull petroleum barge with ATB coupling that enhances speed and maneuverability.*



# Moran Acquires River Parishes Company

## Commences Operations in New Orleans

**M**oran has acquired the River Parishes Company, a leading provider of tugboat services on the Lower Mississippi River. The company is based in Litcher, Louisiana.

Jon Beech has been named vice president and general manager of the division. Jeff Beech is vice president of operations.

The merger ushered in the start-up of Moran operations at the Port of New Orleans, which has become the fourteenth Moran home port for tugboat operations. The River Parishes division operates along a 250-mile stretch of the Lower Mississippi, between the Southwest Pass Seabuoy and the Port of Baton Rouge. The area encompasses New Orleans and four other principal Louisiana ports, including Baton Rouge.

The company's tugs will continue to provide ship docking and related services to seagoing vessels calling at any of the region's five ports. Service capabilities include docking and escort service for tankers, LPG tankers, reefer ships, container ships, and grain ships, among other vessels.

River Parishes has a history of maritime leadership in the region. In the aftermath of Hurricane Katrina, at the request of the Coast Guard, the company's tugs were among the first vessels to transit portions of the Lower Mississippi looking for drifting or sunken vessels that could pose hazards to navigation. Tradition runs strong at the company, whose crews and shoreside staff include several fathers, sons, brothers and cousins who are second- or third-generation employees.

The division's address is: River Parishes Co., Inc., P.O. Box W, 2049 Railroad Street, Litcher, LA 70071 ■

*A River Parishes tug underway on the Lower Mississippi.*



# Amid Cheers and Shivers, *Eleanor F. Moran* is Launched

**E**leanor F. Moran, the 16th Z-drive tractor tug to be added to Moran's fleet, was launched this past January 19th at the Washburn & Doughty shipyard in East Boothbay, Maine. The launching was challenging, as extreme cold made for chilly participants and sticky grease on the launch track.

Eleanor F. Lowenthal, the tug's sponsor, seemed a tad heartier than her shivering fellow celebrants as she christened her nautical namesake, perhaps because she is a dedicated ice skater. Skating is apparently only one of Mrs. Lowenthal's talents; numerous others are gleefully recounted in a poem (reprinted on the next page) written by her granddaughter, which was read aloud at the launch ceremony. It might interest any who read the poem in these pages to know that its reference to a train caboose is not merely symbolic; the Lowenthals literally have a real caboose at their home in

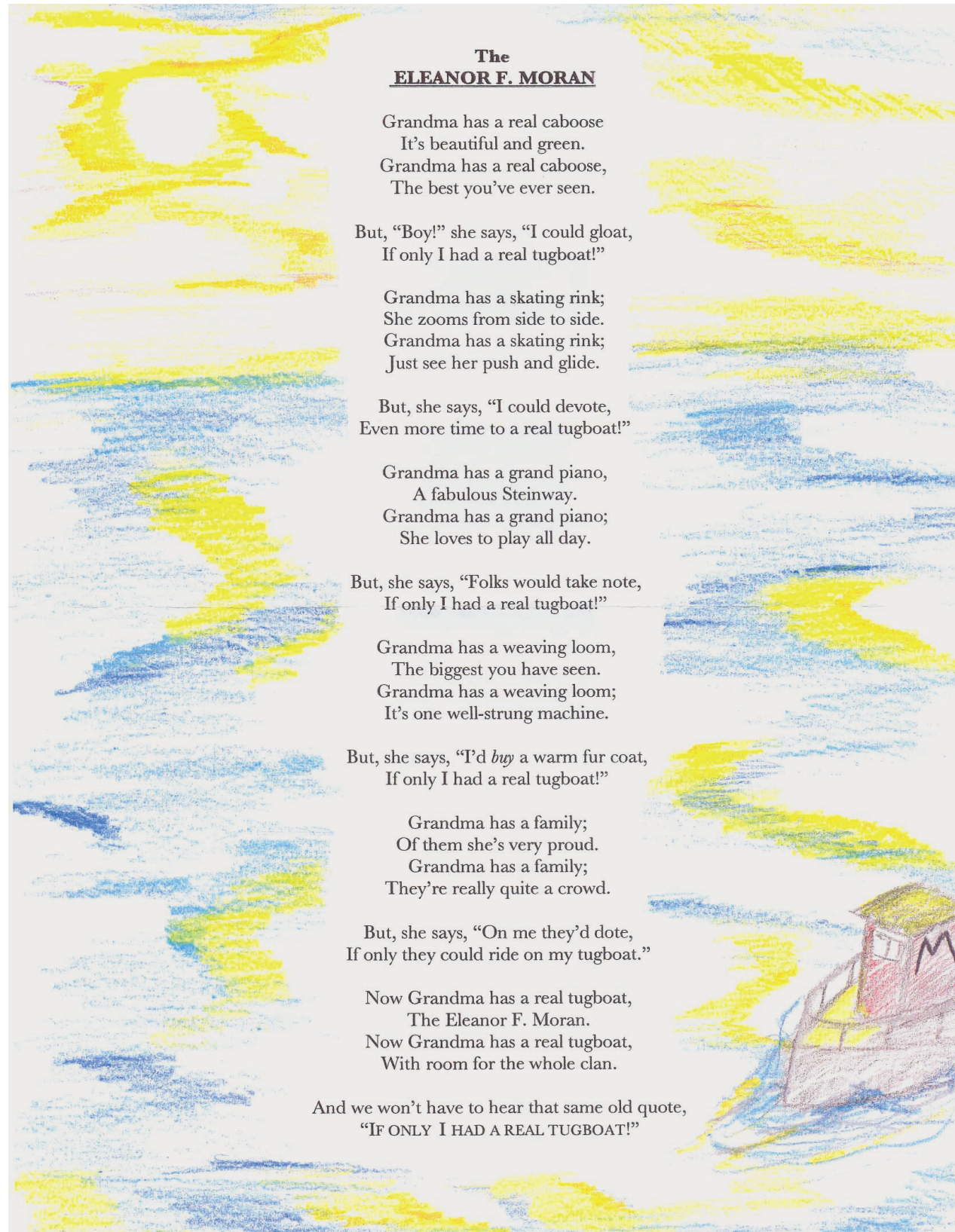
Connecticut (information on exactly where this oversized artifact is kept was not available at press time).

Mrs. Lowenthal's husband, Mort, was an integral part of the team that orchestrated the purchase of Moran from the Moran family in 1994. As an officer of the investment banking firm Wertheim Schroder, he arranged the financing for the deal and became Moran's only outside director. He has maintained a close relationship with Moran, and has spent many years advising the company's management on transportation projects.

*Eleanor F. Moran*, built by Washburn & Doughty, is the same design as Moran's previously launched 92-foot tugs, which were developed for use in assisting LNG tankers and general harbor work. Rated 5,100 hp, *Eleanor F.* is equipped with a top-rated (American Bureau of Shipping) FiFi-1 fire-fighting system, providing a pumping capacity of 11,000 gallons of water per minute. The tug is earmarked for service in Freeport, Texas. ■



*Eleanor and Mort Lowenthal aboard the newly launched Eleanor F. Moran at the Washburn & Doughty shipyard.*



**The  
ELEANOR F. MORAN**

Grandma has a real caboose  
It's beautiful and green.  
Grandma has a real caboose,  
The best you've ever seen.

But, "Boy!" she says, "I could gloat,  
If only I had a real tugboat!"

Grandma has a skating rink;  
She zooms from side to side.  
Grandma has a skating rink;  
Just see her push and glide.

But, she says, "I could devote,  
Even more time to a real tugboat!"

Grandma has a grand piano,  
A fabulous Steinway.  
Grandma has a grand piano;  
She loves to play all day.

But, she says, "Folks would take note,  
If only I had a real tugboat!"

Grandma has a weaving loom,  
The biggest you have seen.  
Grandma has a weaving loom;  
It's one well-strung machine.

But, she says, "I'd *buy* a warm fur coat,  
If only I had a real tugboat!"

Grandma has a family;  
Of them she's very proud.  
Grandma has a family;  
They're really quite a crowd.

But, she says, "On me they'd dote,  
If only they could ride on my tugboat."

Now Grandma has a real tugboat,  
The Eleanor F. Moran.  
Now Grandma has a real tugboat,  
With room for the whole clan.

And we won't have to hear that same old quote,  
"IF ONLY I HAD A REAL TUGBOAT!"

*A poem by Shoshana Akabas in honor of her grandmother,  
Eleanor F. Lowenthal, for whom the Eleanor F. Moran  
was named.*

## People

# Joseph DeAngelo Retires; Was Moran's Treasurer for 30 Years

Joseph DeAngelo, Moran's avuncular, longtime corporate treasurer and head of human resources, has retired after more than 30 years on the job. DeAngelo, who worked at Moran's offices in New York City, Greenwich and New Canaan, Connecticut, said a deeply fond farewell at the end of 2006.

"Joe is an example of what I call a true Moraner," said Paul R. Tregurtha, Moran's chairman and CEO. "He exemplifies the virtues of integrity, loyalty and the highest ethical standards."

DeAngelo, a lifelong New Jersey resident, started with Moran in 1973 as an assistant comptroller. He was later named corporate treasurer, a position that at the time encompassed full responsibility for management of employee benefits and human resources. DeAngelo notes that he started with

## A genial leader who shepherded the expansion of an award- winning department bids farewell.

Moran just before the Employee Retirement Income Security Act of 1974 (ERISA) was enacted. That particular law, he says, changed everything.

"Prior to ERISA, human resources here was a very simple department," he said. "Up until about 1975 there was just Marie Uttendorfer, who was doing an excellent job of handling both benefits and payroll, and that was it. Marie was a longtime employee nearing the end of her tenure, and that's about when they got me involved."

During his three decades with Moran, DeAngelo recounts, the company's human resources department gradually expanded to include eight people as its payroll more than doubled to the present level of about 900 salaried employees.

"Despite all the automation that computers have given us, it has really become quite complicated," he notes, referring to the more bureaucratic aspects of running a human resources department.

"Between the IRS and the various labor departments, there is now a huge amount of reporting and a lot of compliance work that goes with it."

Jeff McAulay, vice president of finance, notes that many years of benefits and human resources work by DeAngelo paved the way for a prestigious award that Moran received last year: the Principal 10 Award, presented each year by the Principal Financial Group to ten small- to medium-sized companies, recognizes excellence in contributing to employees' financial futures and sense of financial security, particularly through employee benefits programs. "Joe was well liked by everyone in the company," adds McAulay. "His door was always open for people to come in to ask questions about benefits or just to chat. He was always trying to help people who had questions or problems."

DeAngelo lives in Oradell, New Jersey, with his wife Rosalee. During visits to the office shortly after his retirement, he could be found showing off his new granddaughter and catching up on company news. Prior to retiring, he had been putting about 20,000 miles a year on his car commuting to the New Canaan office, he observes wryly. "If it wasn't for the commuting I might have kept going longer. I enjoyed working for Moran all those years, and also for the current ownership. It's a pleasure to be associated with the company." ■



*Joe DeAngelo in his New Canaan office in 2006.*



## Paul Tregurtha Voted Maritime Man of the Year by MMA

Paul R. Tregurtha, Moran's chairman and CEO, received the Massachusetts Maritime Academy's Maritime Man of the Year award for 2006 at the school's annual awards dinner this past November. Tregurtha shared the honor with John A. Angelicoussis, chairman and CEO of Angelicoussis Shipping Group.



Co-honorees John A. Angelicoussis (left) and Paul R. Tregurtha at the MMA dinner.

The annual event was initiated in 1995 by Admiral Maurice Bresnahan, to honor outstanding leadership in the maritime industry and raise funds for a merit scholarship program. In its inaugural year, the program benefited five top-achieving cadet scholars; it has since been incorporated into the school's general scholarship program.

After receiving the award, Mr. Tregurtha offered some comments focusing on the lack of availability of qualified candidates to work in the tug and barge industry. He said that strict regulations and the cost and time needed for licensing discourage many individuals from pursuing a maritime career. Such factors, he explained, have made it difficult for crewmen to climb the traditional maritime ladder, a path that historically has entailed fewer hurdles. Lifestyle issues are also a concern. Moran, Tregurtha noted, is actively addressing each of these issues.

He added that, following a trend throughout higher education, tuitions and board costs at maritime schools are rising, thereby limiting enrollments and career aspirations among the young. This is especially true for the traditional pool of maritime academy applicants. Funds for scholarship assistance provided through events like the Maritime Man of the Year dinner are thus an important part of the educational system, as they help to increase the applicant pool.

Both Mr. Tregurtha and Mr. Angelicoussis are exemplars of leadership that is working diligently

to master complex challenges stemming from strict safety and environmental requirements in today's maritime industry. Mr. Angelicoussis's company was one of the first to order and operate liquid natural gas newbuildings; based in Athens, Greece, the firm owns one of the largest tanker fleets in the world today. ■

## Solomon Named HR Director

Katherine Solomon has been appointed Director of Human Resources for Moran Towing Corporation. The appointment was made in anticipation of the planned retirement of Joe DeAngelo, Moran's longtime corporate treasurer and head of human resources, at the end of 2006. Kathy joined Moran in mid 2006; she previously worked for Neurogen Corporation, where she was director of human resources, reporting to the company's chief operating officer.

She brings a breadth of experience in benefits, healthcare, retirement planning, group insurance, and human resource and payroll systems. She holds a B.A. in psychology and nursing, and an M.B.A. from the University of Windsor, in Ontario, Canada. Her husband is dean of Fairfield University Business School. ■



Katherine Solomon

## Brian Miller Lands a Flagship Assignment: Edward J. Moran

Brian Miller has joined the crew of the Z-drive tug *Edward J. Moran*, as a mate. The 2003 graduate of Massachusetts Maritime Academy recently moved to Savannah, the *Edward J.*'s base of operations, from his former home in Boston.

Miller, presently one of two alternating mates on the 6,500 hp *Edward*, came to Moran immediately after graduating from the Academy. He first served as a mate aboard the offshore tug *Marion Moran*, which at the time was regularly towing a grain barge to Puerto Rico. He later began serving

on Moran's growing fleet of tractor tugs. "Brian is just the kind of person we are looking for, not only in Savannah but throughout the company," said Ron Droop, vice president and general manager of Moran Towing of Savannah. "He is well trained, energetic and happy to take on technical challenges such as you might encounter on these modern tugs. A person like Brian can go a long way in this company." ■



Brian Miller aboard the Edward J. Moran.

Onboard the *Edward*, Miller works as mate under Captain Rick Tillman, a senior captain with the company. Kevin Misroon is mate on the *Edward's* alternate crew, under Captain Dave Misroon, his brother.

"Working with Rick Tillman has been a great experience for me," said Miller, 25. "He has years of experience here and he embraced the changeover from conventional tugs to tractor tugs. [He's] also a mentor for me, both personally and professionally."

Miller said he was attracted to Moran's Savannah operation because it is in a growing, dynamic port, and he saw the potential for upward mobility within the Moran system. "I can see that here I have the chance to move up to captain and then maybe either become a pilot or go further within the Moran business structure. There are opportunities here," he said. ■

## Senior Captain in Miami Helms on Buoyantly

At age 68, Captain Tommy Evans has worked for Moran for 40 years. There are few in the company with greater seniority, but Evans is not counting.

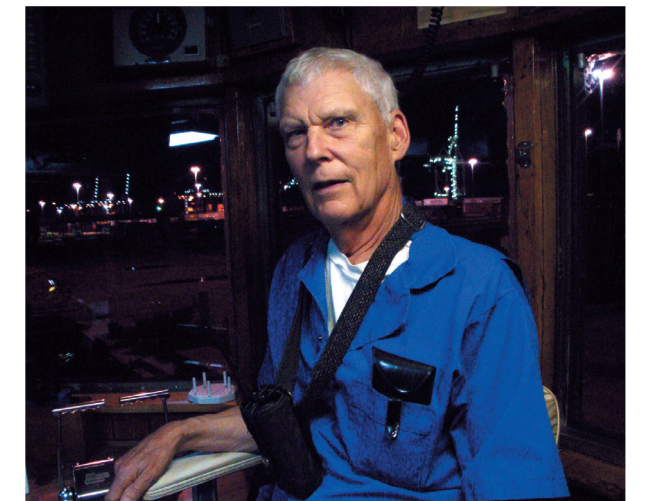
His first job with Moran was as a member of a riding crew on a converted World War II steamship being towed from Thule Air Force Base, in Greenland, to Philadelphia. The tug *Joan Moran* handled the towing; it was her maiden voyage, and young Tommy's too. ■

A historical note bears mentioning here: in the course of Evans' long career with Moran, there have in fact been three *Joan Morans*. The *Joan* with whom Tommy shared his maiden voyage is now named the *Cape Cod*, and operates out of New York. The tug *Cape Ann*, currently based in Port Arthur, Texas, started life as the *Cape Cod* but spent 1980 as the *Joan Moran* before assuming her current name. Finally, in 1975, one of Moran's widely acclaimed "Heide Class" tugs was launched as the *Cape Lookout*, but was renamed the *Joan Moran* in 1981; she carries that name to this day.

Back to Evans' story: Returning to the United States, he went to work as a deckhand aboard the *Kerry Moran* in New York, and not long afterward earned his first license and a mate's steering position aboard the *Marion Moran*. The job more than agreed with Evans; he spent the next 25 years of his career working on and eventually skipping Moran tugs in the New York area. His longest stretch skipping one vessel was aboard the 6,300 hp *M. Moran*. The tug's work mostly involved towing the 29,000-ton barge *Long Island* (a predecessor of the new petroleum barge of the same name).

Although Capt. Evans still lives with his wife in New Jersey, he has lately been jockeying tugs in Miami, in particular the *Dorothy Moran*. The tall, affable skipper today holds a 1600-ton Coast Guard license with towing and federal pilotage endorsement for all of New York Harbor and the waters of Hampton Roads, Virginia. Evans just renewed his license in 2006; it is the tenth time the renewal has been issued.

"As far as the Coast Guard is concerned, I'm good for another five years," he says, "and that's good enough for me. I don't plan to break any records, and I don't make plans. I feel good and I have a good job and no plans to stop working. That



Captain Tommy Evans aboard the Dorothy Moran.

could change at any time, as it could for anyone, but I think you will likely find me right here pushing ships around for a few more years." ■

# On the Record

## Moran Inaugurates a New Coast Guard Training Protocol

It's called TOAR: the Towing Officer Assessment Record. And while it has been known to keep seamen awake at night, that's only because they are studying. Created and required by the Coast Guard, TOAR is in essence an apprenticeship validated by tests — a process in which prospective mates on tugboats receive training, and, at intervals, perform recitations and skill demonstrations to earn the documented approval of an examiner, a prerequisite for the job.

Every prospective mate being trained for service on a Moran tug, in nearly every Moran port of operation, is now required to satisfy TOAR requirements. Each candidate must demonstrate a thorough knowledge of the specific vessel on which he is working, as well as skills in the following key disciplines: operating procedures; navigation; communication; watch standing; towing; maneuvering; rules of the road; safety; emergency response; and environmental protection.

It is demanding, and Moran likes it that way. The benefits for the company are implicit; the program enhances safety, efficiency, environmental responsibility and customer satisfaction.

Seamen, for their part, know that TOAR will be rigorously taxing — but when a mate-in-training watches his vessel routinely dance slow-motion tangos with the likes of 950-foot container ships, he develops a tide-sure appreciation for thorough training and preparation. Or, as befits Moran mate Erica Custis, *she* does. Custis, 29, is one of two mates aboard the *Susan Moran*, a 4,200 hp Z-drive tractor tug based in Norfolk, Virginia. A Virginia

native, she graduated from Texas Maritime Academy with an unlimited tonnage Third Mate's license. She has sailed on container vessels and large ferries, yet still had to go through the TOAR program with Moran before becoming an officially licensed mate on the *Susan Moran*. "Training to become a Mate of Towing is now much more structured and formal, and much less subjective," she explained. "There are no more gray areas that don't get covered. I had to study up in plenty of areas, and the whole process improved my knowledge of seamanship, lights, sound signals and specific items related to ship assist work."

In the TOAR process, a prospective mate is required to be trained by a licensed officer under whom he or she works — a senior officer who, under TOAR regulations, is deemed a Coast Guard-approved Designated Examiner (DE). Working with the DE, the candidate is required to complete the standard Towing Officer Assessment Record, a document that records the DE's official approvals as the trainee satisfactorily meets each skill or knowledge requirement. The record is tailored for the specific waters plied by the prospective mate's vessel. To qualify for a license, candidates must also attain a radar endorsement, and must log an appropriate amount of sea time on a single tugboat in the waters it regularly works.

The sea time requirement would be 30 days for a licensed maritime academy graduate like Erica Custis, or a year for a candidate with a lesser license or no license.

Custis said her Designated Examiner was Richard Bateman, one of the *Susan Moran's* two captains. The tug primarily works with U.S. Naval vessels in Norfolk. "Richard was extremely helpful in my training," she explained. "He just allowed me to dive right

in, getting as much experience as I could handle, in all aspects of the tug's operations." After becoming mates through the TOAR process, newly licensed seamen must log 720 days of additional sea time before they can apply for a Master of Towing Vessels license endorsement.

"I think there are more exams in my future," said Ryan McHaney, a TOAR-certified mate aboard the Z-drive tug *Lynne Moran*. "After serving the required time I'll be applying for endorsement as Master of Towing, and I'll either be taking tests or going through another type of TOAR program, depending on what the Coast Guard has developed by that time."



Erica Custis at the controls of the *Susan Moran* in Norfolk.

## When a mate-in-training watches his vessel dance slow-motion tangos with the likes of 950-foot container ships, he develops a tide-sure appreciation of thorough training and preparation.

Steve Kelly, a TOAR alumnus at Moran Towing of Texas, and currently a mate on the *Helen Moran*, said he found the TOAR process to be a good educational experience. "It covers a lot of areas that we might not encounter very often on our regular harbor duties," he commented, adding that, "It includes a lot of topics where you might actually need a little practice, but it also includes a number of topics that might not be relevant to your

particular field of work. But, all in all, it's a good experience." Kelly, 23, started working for Moran as a teenager and received maritime training from Houston Marine training school in Houston, Texas. He is the son of Steve Kelly, Moran Towing of Texas vice president and general manager. The younger Kelly currently holds a 500-ton Master's license with Mate of Towing endorsement. ■

Brad Webster, mate aboard the tug *Kaye E. Moran*.



# To Build or Not to Build: That is Not the Question

“The building program is anything but over.” That is how Ned Moran, senior vice president in charge of harbor operations at the company that bears his great grandfather’s name, sums up its current vessel acquisition plans. As an executive in charge of operations that employ many of the company’s newly built tugs, Mr. Moran speaks authoritatively. Currently, six new tugboats are being built for Moran, by the Washburn & Doughty (W&D) shipyard in East Boothbay, Maine. It will take W&D until well into 2009 to complete the project. “It seems as though no matter what we have built recently, there is always an unending need for new tugs and barges,” notes Mr. Moran.

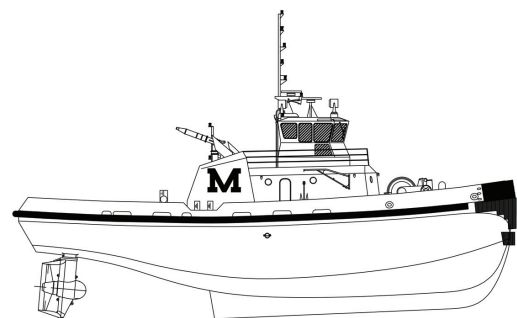
The order for the six new tugs followed on the heels of an earlier order for two new Z-drives and two barge-handling tugs; all of the vessels are currently under construction at W&D, with expected completions continuing through 2008. When all existing orders are fulfilled, Moran will have built a total of 23 tugs over the past decade at Washburn & Doughty. While Moran has been

the leading purchaser of tugs built by Washburn & Doughty over the past few years, the yard continues to service other customers for its much sought after harbor tugs.

Moran also continues to build new barges, at Bollinger Shipyards in Louisiana, Bay Shipbuilding in Wisconsin, and Eastern Shipbuilding in Florida. The company currently has three new Articulated Tug & Barge (ATB) vessels under construction, slated for delivery in mid 2007 and the second and third quarters of 2008.

Commenting on Moran’s ongoing plans for new vessel construction, Paul Tregurtha, Moran’s chairman and CEO, asserts, “This overall program reflects Moran’s steadfast commitment to providing its customers with the most powerful, technologically advanced and reliable fleet in the industry. When this [latest round of construction] is all over, we’ll be operating a fleet of about 90 tugboats,

in both the harbor services and offshore towing and transportation businesses,” Tregurtha says. “That maintains Moran’s position as one of the largest providers of tugs and marine transportation services in the United States — and it will also result in Moran having one of the most modern fleets in the industry, with roughly one-third of the fleet comprising newly built tractor-style tugs and ATB tugs.” He adds that the addition of new tugs will result in the hiring of more than 50 new crew members, who will be deployed in many of the 14 ports where Moran currently operates.



At left, top: An outboard profile blueprint of the Edward J. Moran.

Center: A rendering by Edward Alan Feldman.

Bottom: Edward J. on the job, assisting a container ship in Savannah.

When Moran first began ordering Z-drive tugs in the 1990s, the vessels were 92 feet in length and 4,200 hp. Most of the tugs in that original class are currently being operated for the U.S. Navy at its base in Norfolk, Virginia. Throughout the first few years of the new millennium, Moran tugs remained roughly the same size, but power increased to 5,100 hp. More recently, the company has answered the needs of LNG terminal operators with the introduction of still higher-horsepower tugs; one recently commissioned Z-drive, designed to assist LNG tankers, is rated 6,500 hp. Moran’s LNG activities have been the catalyst for other innovations as well, including top-rated firefighting capability and other specialized features not normally found on commercial harbor tugs.

Moran’s barge business too has occasioned significant design innovations. Three of the company’s largest tugs — each 121 feet in length, with 36-foot beams and 5,100 hp — are currently under construction at Washburn and Doughty. They will push 110,000-barrel, double-hull ATB petroleum barges, to which they will be coupled by articulated coupler systems. The advanced ATB coupling system used in these vessels and Moran’s existing ATB fleet provides increased speed and maneuverability compared with older, conventional barges.

Moran’s geographical scope of operations has grown as well. While the company currently operates in ports spanning the U.S. eastern and southern coasts from New Hampshire to Texas, a recent new contract will expand this range to include Mexico’s Baja Peninsula, on the west coast (a story on this development appears on the inside front cover of this issue).

“When this [round of construction] is all over, we’ll be operating a fleet of about 90 tugboats, in both the harbor services and offshore towing and transportation businesses.”

Below: A drive unit on the the Edward J. Moran gets the finishing touches as construction is completed.



## Milestones

### Deaths

We are saddened to report the passing of these esteemed colleagues, co-workers and friends:

**Howard J. Blinn**  
Moran Towing Corporation

**Charles A. Butler**  
Moran Towing of Florida

**Rosalie A. Grubowski**  
Moran Towing of Maryland

**Hans H. Haugk**  
Moran Towing Corporation

**Mitchell W. Klieber**  
Moran Tank Barge

**John J. Muccio**  
Moran Towing Corporation

**David A. Paden, Sr.**  
Moran Towing Corporation

**Gina M. Sikes**  
Moran Towing Corporation

**Ron M. Obida**  
Moran Towing Corporation

An appreciation:

"I first met Ron Obida in the early 70's, when he was assigned to Moran's yard as an accountant. He soon became Assistant Shipyard Manager, which basically meant that he had to take break-down call on Saturdays, Sundays, holidays and evenings. While taking calls and working terrible hours, we not only became friends, but our families also became close friends. Births, weddings, and Christmas Eves at the Obida's were only some of the good memories. Yes, Ron [could be] all thumbs, and while we bailed him out, his dry wit, accounting skill and survey write-ups bailed us out."

- Martin Rossini

### Retirements

**Joseph DeAngelo**, Moran's treasurer. A tribute appears on Page 13 of this issue.

### Anniversary Profile



**Joe Locke**, a native of the Hampton Roads area, attained his 10th anniversary with Moran this past year. Joe started his career with Moran in 1996, on-board the company's tugs. Over a two-year period, he gradually shifted his focus from seagoing service to shoreside support, and is presently lead dispatcher for Moran Towing of Virginia. While he handles the day-to-day challenges of dispatch, marine operations and customer service, Joe is also working towards his business degree at Tidewater Community College.

## Service Awards 2006

### 5 Years of Service

John W. Anderson	Sergio Luis
Sixto Avila	Robert Marshburn III
Peter S. Bailey	Mark Price
Martin Barrera Jr.	Robert P. Radecker Jr.
Stephen G. Burtchell	Donald H. Reese
Kit Campbell	Amos Reginald
Christopher Carter	Michael D. Richardson
Douglas E. Chesworth	Thomas L. Rowe
Clifford A. Chipps	Roger P. Samiano
Danley D. Collins	Jeffrey A. Serphy
Gerald B. Craig	Ian O. Settles
Shannon J. Crowell	Ralph E. Smith
Harry P. Dennis	Charles A. Taibi
Karl R. Gadow	William D. Tasky
Henry B. Gibbs	Johnnie Tavares
Michael A. Gilbert	Peter R. Velonis
Carolyn E. Havelka	Robert T. Wallenstein
Michael W. Kellam	Mark W. Wiggins
Marvin D. Lee	Ricky W. Williams
Philip V. Lobue	John G. Woodburn

### 10 Years of Service

Jonathan Archer	James A. Mottola
Thomas A. Bammert Jr.	Joseph J. Mottola
David A. Bean	Roger D. Ortego
Theodore Bishop	Jill A. Patterson
Jeffrey T. Coen	Curtis N. Paul
George T. Critch	David J. Roberts
Todd D. Dady	William Roberts
Jason A. Ginas	Ronald D. Rohn
John S. Harkin	William E. Sanford Jr.
Douglas F. Hayes	Chester B. Steen
George P. Hoffman	Peter H. Stoeckle
Charles E. Hughes	Kayro J. Trana
Frederick W. Johnson III	Silvano Ugrotto
Timothy A. Kennedy	George Wargo Jr.
Ivan S. Kutnyak	Derrick White
Joseph T. Locke	Gregory B. Williams
Christopher L. Mildrum	Leonard Zorcik

### 15 Years of Service

Thomas C. Barton	Kenneth P. Olsen
Gerard DiClementi Jr.	Prescott S. Peckham Jr.
Leroy A. Gordon	Stephen Pedro
Eugene S. Hanson	Richard M. Qua
Leslie Jacobs	Herman Rohrman
Charles Keichline	Stuart P. Todd
Gary G. Lavinder	Joseph R. Wargo
Ernest E. Mildrum	Charles M. Willis
Michael K. Missroon	

### 20 Years of Service

Corbit R. Chaney	George N. Hanson
Mary C. Corrigan	Richard C. Holt, Jr.
Brian G. Curran	Crozer W. Martin
Gustavo Flores	Warren G. Tawes, Jr.
Timothy M. Fosberry	Mark D. Vanty

### 25 Years of Service

Thomas W. Holland  
Gregory F. McGinty  
John J. Quinn III  
Joseph S. Stein

### 30 Years of Service

Stephen B. Crosby  
Bryan D. Korabik  
Bruce D. Richards  
Kenneth Ruiz  
Paul P. Swensen  
John Wilmott

### 35 Years of Service

James R. Barker  
Brian W. Burtner  
Edmond J. Moran  
William Powers  
Robert N. Stewart  
Paul R. Tregurtha

### 40 Years of Service

Walter Skipper

## Seen and Noted



*The tractor tug April Moran assists the ship Zhen Hua 10 into the APM/Maersk Terminal construction site in Portsmouth, Virginia. The \$450 million, 575-acre facility is being built to help handle a rapid increase in container business from Asia.*

*Photo by Edward A. Barham IV*

# TowLine

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